

TURKS SWEEP GREEKS FROM SMYRNA; ESTABLISH CIVIL ADMINISTRATION

Athens in a Ferment of Revolutionary Talk About Setting Up of Republic and Return of Venizelos—Famine and Disease Rampant in Asia Minor.

Paris, Sept. 10.—The Turkish Nationalists, ending their two weeks' campaign, have swept the Greeks out of Asia Minor, and the Kemalists, who yesterday entered Smyrna, took prisoners the remnants of the Greek forces remaining behind to cover the wild flight of the Greek army that a month ago held securely a large part of Western Asia Minor and talked of marching through Thrace into Constantinople.

The setting ferment of Asia Minor now seems to have been transferred to Athens through the return of troops, despatches from the Greek capital say, and there is much talk of Constantine's second descent from the throne and the return of Venizelos to power. The Greek soldiers evacuated from Smyrna were ordered taken to islands in the Aegean Sea, there to be disarmed and demobilized, so as to avoid possible trouble in Athens, but the soldiers are reported to have threatened the ship's officers and compelled them to steer for Piræus, the port of Athens, where to-day they disembarked and marched through the streets shouting insults to the king and demanding the return of Venizelos.

Smyrna, which has been in a state of chaos for three days, since the Greek High Commissioner took to a warship in fear of his life, is now a hotbed of typhus and plague and is crowded with thousands of refugees without food.

The allied consuls and naval contingents, including the Americans, had begun the restoration of order as soon as they arrived, but the Turks

HARDSHIPS AMONG WORKERS IN OLD LAND

Government Plans Aid for Unemployed During the Coming Winter.

A despatch from London says:—England expects to be faced by the problem of dealing with 1,000,000 to 1,500,000 unemployed this winter. The cabinet committee which is handling the question has just completed the first stage of its investigation and has reported to the government and local authorities that it will spend £20,000,000 in public works to keep the men busy from October to May. The government's liability will be limited to about £850,000 and the local authorities will supply the rest.

Railroads also are planning to carry out improvements including the electrification of many London suburban lines while dock improvements, roads, sewers, parks and playgrounds also will provide work. Originally the government paid 65 per cent. of the wages of the men employed in relief work but the fund for this purpose has been exhausted and its liability is limited to carrying loan charges for such work.

Anxiety over the situation has increased with the first weekly report made in some months showing that the number of unemployed has increased. There are now 1,333,700 actually registered as unemployed with perhaps another 100,000 working part time. The government is confining its work to the really necessitous districts like Glasgow and Barrow-in-Furness ship building districts, the Bradford weaving and the Greenwich and Leyton engineering districts. It also further attempted to limit its assistance to districts where ex-service men in distress predominated, but found that ex-service men predominated in almost all necessitous districts. The scheme provides that ex-service men must be given preference up to 75 per cent. of the men employed.

1,372,500 Attended Canadian National Exhibition

Toronto, Sept. 11.—Two weeks ago the Exhibition management set out with the aim of climbing one notch higher along the endless ladder of high attendance, no matter what they might do in other respects, and the way in which they achieved that ideal is reflected by the grand total attendance of 1,372,500, which is just 130,520 higher than the highest figures which had even been set up on any year in the past. Saturday, being finale day, saw still another record broken, as, with an attendance of 135,000, the citizens of Toronto and the surrounding country beat the high figures of a year ago by 26,500. That, so far as the city and the province of Ontario goes, shows the added interest which is being taken in the Canadian National Exhibition, and in the general affairs of Canada. At the same time, those in charge of Exhibition affairs are looking upon the fine attendance figure as a barometer of the times, for they see in it a promised return to the old period of prosperity.

British Goods to be Exhibited in Canada

A despatch from London says:—Interesting evidence of British manufacturers' desire to improve their position in the Canadian market is the formation of British Train Traders, Limited, which is about to send an exhibition train carrying samples of a great variety of British goods across the Dominion, leaving Montreal at the end of October on a tour lasting ten months. Two hundred and ten firms will participate in this exhibition.

No Antidote for Wood Alcohol, Says Scientist

A despatch from New York says:—Alexander O. Gettler, pathological chemist and toxicologist of the medical examiner's staff, and professor of chemistry of New York University, gives this warning to the public:

"Don't drink wood alcohol. There is no antidote. There is sufficient poison in one drink of wood alcohol to kill many persons. Absorption in the human system is quick and fatal. By the time the doctor has been summoned the deadly poison has been absorbed in the system."

"The only remedy is, don't drink it."

IRISH ASSEMBLY IN SESSION AT DUBLIN

Cosgrave Elected President and His Cabinet Nominations Approved.

Dublin, Sept. 10.—Thirty-three anti-treaty members absented themselves at the opening session Saturday of the Irish Provisional Parliament, an attitude indicating adherence to their claim that the Republic still lives, and a determination to continue the fight.

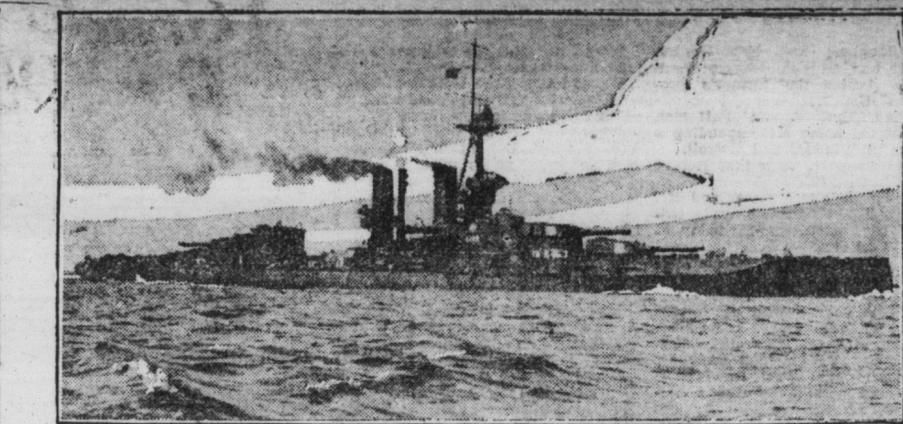
One Republican appeared and deliberately talked himself into custody of the Sergeant-at-Arms and was forcibly carried from the hall. Only one new name appears in the Provisional Government, which has been technically reorganized at this first assembly of the Legislature, which will devote its energies to writing the Constitution and enacting adult suffrage.

William T. Cosgrave was elected President by the Parliament, which approved his Cabinet nominations.

Fine Arts and the Govern- ment.

A national conservatory of music is bound to appear in Canada some of these days. The Dominion is unique in not having some sort of an institution of fine arts allied with, or supported by, the Government, but there is growing evidence that our statesmen and politicians will turn an attentive ear to the call some bright day not in the far distant future. Indeed, the actual conservatory may come sooner than we expect, though not probably in the way that musicians might anticipate. Private initiative has achieved most things in Canada, and it has done a great deal in supplying us with institutions of learning in the musical field that are of high quality. But it is perfectly possible for a national institution to be established without in the slightest degree conflicting with private institutions already established. It should, in fact, aid to their patronage by centreing public attention more definitely upon music and giving music as a whole a higher standing in the minds of the people of the country. The Government-supported institutions of other countries are not criticized as interfering with private instruction—rather they appear as giving a stimulus to study which must redound to the benefit of all concerned in the art.

Every music lover in Canada should see to it that our legislative assemblies take more than a passing interest in music. No Government to-day is acting in the best interests of its people by ignoring the cause of music. Why not a Department of Fine Arts at Ottawa?



With the battleship King George, the Iron Duke has been ordered to Smyrna, the seaport in the province of the same name, to protect British interests against the threatened attack of the Turks. French, Italian and United States war ships are also proceeding to the scene.

WORK RESUMED IN HARD COAL MINES

New Wages Agreement Ratified at Wilkesbarre Convention—Five Months Idle.

Wilkesbarre, Pa., Sept. 10.—The anthracite wage agreement, sending the miners back to work at once, after more than five months of idleness, was ratified by the tri-district convention of the hard coal diggers last night.

Under the agreement, 155,000 mine workers return to work at the rate of wages they received when they suspended mining on March 31. The new contract will be in effect until August 31 next year, when a new arrangement is to be negotiated "in the light" of a report to be made by a commission, which both sides recommended be created by Congress, to investigate every phase of the anthracite industry.

The peace pact was ratified by a viva-voice vote. Immediately after the ratification a motion was unanimously adopted lifting the suspension at once, and the men will be permitted to return to work on Monday. As soon as the convention adjourned leaders of the United Mine Workers immediately made preparations to have the formal contract signed by both sides at Scranton on Monday.

When the men return to work the suspension will have lasted 163 days, one day less than the great strike of 1902.

It is expected that full production will not be obtained for several weeks. Some of the mines are not in the best condition and it is probable a shortage of labor will be experienced at the start in some sections, due largely to the fact that many men left the regions to seek work in other places.

Philadelphia, Pa., Sept. 10.—No higher anthracite coal prices than prevailed when the suspension of mining began and limiting the supply to domestic consumers to 60 days were decided upon yesterday at a conference of the Pennsylvania Fuel Commission and independent coal operators.

Chinese Children Refuse to Attend Victoria School

A despatch from Victoria, B.C., says:—While leading Chinese have retained W. J. Taylor, K.C., to force the School Board to scrap its plan to segregate Chinese from white pupils, the board has no intention of abandoning its policy, which school trustees believe, has the overwhelming support of the electors. This was made clear by School Board members and it was declared that the strike of Chinese students, who refused to attend their classes early this week, was failing.

Burmese celebrate the new year by throwing water on each other, and also on passers-by.



Canada From Coast to Coast

Charlottetown, P.E.I.—The influx of tourists from the United States to the island is unprecedented this year. As many as twenty-four cars a day have crossed the car ferry to Charlottetown.

Digby, N.S.—A greater future for Digby as a winter port is forecasted in the addition of a spur railway line nearing completion. An additional line will, in the coming winter months, use the port for loading purposes.

Woodstock, N.B.—The quality of New Brunswick potatoes has been attracting a great deal of attention from American buyers. A number of potato dealers from New York, Long Island and other American points, have been in this vicinity lately, making investigations on both the Maine side and in this province. The experts find that the New Brunswick potatoes excel all others in being free from disease.

Sherbrooke, Que.—The latest concern to secure a site in Sherbrooke with a view to establishing a plant is the Canadian Brakehoe Company, and it is predicted extensive developments will soon be under way. Industrially, Sherbrooke has experienced improved conditions this summer and immediate prospects are bright.

\$10,000,000 ON ROADS, IS QUEBEC ESTIMATE

While Province to Undertake Cost of Repair and Maintenance.

A despatch from Quebec says:—As a result of the official declaration of Premier Taschereau, that municipalities were to be discharged of all obligations toward the upkeep of all provincial and regional roads in this province, the Department of Roads will have to expend about \$500,000 next year to that end.

This sum is to be used exclusively for repairs and maintenance and will be supplied by the increased revenues of the liquor commission, which are already forecast for the next report. In the next few years engineers report that notwithstanding a reduction in the cost of material, the amount necessary annually to that end only will reach \$1,000,000.

This addition to the road expenditures will not affect the \$10,000,000 to be taken from the Quebec liquor commission surplus, nor the cost of constructing new roads, which this year alone will reach \$7,000,000. Consequently the next road estimates will amount to over \$10,000,000.

X-ray in France.

For medical use, French physicians have developed an x-ray outfit that can be used at a patient's home, being supplied with current by the motor truck transporting it, in which photographs can be developed very quickly.

—SCATP

ANNUAL CASUALTIES OF DEEP 674,000 TONS

Nations of the World Lost 559 Vessels During 1921—Greeks Suffer Most.

A despatch from London says:—The fleets of the world lost 559 ships of 674,257 tons during 1921, according to a report just made public by Lloyds Register of Shipping, the organization which reduces to statistics the annual toll of Father Neptune standing guard over Davy Jones's Locker. Most of these vessels were wrecked or abandoned at sea. Some were broken up ashore as too old for further use. Others vanished after departing from their ports. The destruction amounted to approximately 1 per cent. of the total merchant marine of all nations.

Of the 559 ships, excluding all of less than 100 tons, 344 of 536,537 tons were steamers and motor vessels and 215 of 137,720 tons were sailing boats.

The record for the year, while heavy, was a return to normal compared with the wholesale sinkings registered during hostilities. At the height of submarine activities in 1917 2,605 steamers of 6,607,000 tons and 748 sailing ships of 520,000 tons were lost at sea. Since 1918 the losses have remained fairly constant at about the 1921 figures.

The statistical tables give interesting data on the frequency of the various kinds of disasters. Strandings and kindred casualties were the most prolific, accounting for 45.16 per cent. of the losses to steamers and motorships and 38.8 per cent. of the sailers. Cases of abandoned, foundered and missing vessels formed 30 per cent. of the steam and motor ships and 35½ per cent. of the sailers.

The vessels broken up and dismantled during 1921 aggregated 93,431 tons.

A study of the tables made public by Lloyds Register shows an average for the world of less than 1 per cent., with a proportion for Greece far beyond the normal. Losses of the Greek fleet amounted to twenty-six ships, of 52,363 tons, or 8.92 per cent. of the entire merchant marine. Many of these ships were lost under circumstances which led to drastic investigations by insurance companies.

The average for the British Empire was slightly over 1 per cent. With the exception of Holland, with a loss of only 0.03 per cent., the American flag was the lowest in the world, with casualties of 0.45 per cent.

Enormous Issues of Paper Marks at Berlin

A despatch from Berlin says:—Bank notes totalling twenty-three billion paper marks have been put into circulation within the last ten days, according to the newspapers here. This is 10 per cent. of Germany's entire note circulation.

Marvellous Yield

Irrigated Land Yields Phenomenal Crops

A despatch from Lethbridge, Alta., says:—One hundred and three bushels of oats to the acre was the yield of a twenty-acre field of irrigated land on the Raymond Agricultural School Demonstration Farm.

Some people grow with responsibility; others swell.

Weekly Market Report

Toronto.
Manitoba wheat, old crop—No. 1 Northern, \$1.15; No. 3 Northern, \$1.07½. New crop, No. 1, \$1.13.
Manitoba oats—Nominal.
Manitoba barley—Nominal.
All the above track, bay ports.
American corn—No. 2 yellow, 80c; No. 3 yellow, 79c, all rail.
Barley—No. 3 extra, test 47 lbs. or better, 55c to 58c, according to freights outside.
Buckwheat—Nominal.
Rye—No. 2, 65c to 70c.
Millfeed—Del. Montreal freight, bags included: Bran, per ton, \$22 to \$23; shorts, per ton, \$24 to \$25; good feed flour, \$1.70 to \$1.80.
Ontario wheat—New Ontario wheat, No. 2, 95c to \$1, at outside points.
Ontario No. 2 white oats, New, 33c to 35c.
Ontario corn—Nominal.
Ontario flour—1st pats., in jute sacks, 93c, \$6.80 to \$7.10 per barrel; 2nd pats. (bakery), \$6 to \$6.30.
Straightens, in bulk, seaboard, \$4.30; Toronto basis, \$4.25 to \$4.50.
Manitoba flour—1st pats., in jute sacks, \$7.20 per barrel; 2nd pats., \$6.50.
Hay—No. 2, per ton, track, Toronto, \$16; straw, \$11, carlots.
Cheese—New, large, 18 to 18½c; twins, 19 to 19½c; triplets, 20 to 20½c. Old, large, 25c; twins, 24 to 24½c. Stiltons, 25c. Extra old, large, 26 to 27c. Old Stiltons, 24c.
Butter—Finest creamery prints, 39 to 40c; ordinary creamery prints, 36 to 38c; No. 2 creamery, 33 to 34c. Dairy, 29 to 31c. Cooking, 21c.
Dressed poultry—Spring chickens, 33 to 38c; roasters, 23c; fowl, 24 to 27c; ducklings, 30c; turkeys, 35 to 40c.
Live poultry—Spring chickens, 25c; roasters, 17 to 20c; fowl, 20 to 25c; ducklings, 30c; turkeys, 30 to 35c.
Margarine—20 to 22c.
Eggs—No. 1, candled, 33 to 34c; select, 37 to 38c; cartons, 41 to 42c.
Beans—Canadian, hand-picked, bus., \$4.25; primes, \$3.75 to \$3.90.
Maple products—Syrup, per imp. gal., \$2.20; per 5 imp. gals., \$2.10; maple sugar, lb., 20c.
Honey—60-lb. tins, 13 to 13½c per lb.; 5-lb. tins, 14½ to 15½c per lb.; Ontario comb honey, per dozen, \$3.50 to \$3.75.
Potatoes—New Ontario, \$1 to \$1.15.
Smoked meats—Hams, med., 32 to 35c; cooked ham, 46 to 50c; smoked rolls, 28 to 31c; cottage rolls, 35 to 38c; breakfast bacon, 32 to 35c; special brand breakfast bacon, 41 to 43c; backs, boneless, 29 to 43c.
Cured meats—Long clear bacon, \$17; lightweight rolls, in barrels, \$48; heavyweight rolls, \$40.
Lard—Pure, tierces, 16c; tubs, 17c; pails, 17½c; prints, 18c. Shortening, tierces, 14 to 14½c; tubs, 14½c; pails, 15c; prints, 17c.
Choice heavy steers, \$7 to \$8; butcher steers, choice, \$6.50 to \$7.15; do, good, \$6 to \$6.50; do, med., \$5.50 to \$6; do, com., \$4 to \$5; butcher heifers, choice, \$6.50 to \$7; do, med., \$5 to \$6; do, com., \$4.50 to \$5; butcher cows, choice, \$4.50 to \$5.50; do, med., \$3.50 to \$4; canners and cutters, \$1 to \$2; butcher bulls, good, \$4.50 to \$5.25; do, com., \$2.50 to \$3.50; feeders, good, \$5 to \$6.25; do, fair, \$5 to \$5.50; stockers, good, \$4.50 to \$5.50; do, fair, \$3 to \$4.50; milkers, \$70 to \$90; springers, \$80 to \$100; calves, choice, 10 to \$11.50; do, med., \$8 to \$9; do, com., \$3 to \$7; spring lambs, \$11 to \$12.50; sheep, choice, \$5 to \$6; do, good, \$3.50 to \$4.50; do, com., \$1 to \$3; yearlings, choice, \$6 to \$7; do, com., \$4 to \$5; hogs, fed and watered, \$12.50; do, f.o.b., \$11.75; do, country points, \$11.50.
Montreal.
Oats, Can. West, No. 3, 54c. Flour, Man. spring wheat pats., firsts, \$6.80. Rolled oats, bag 90 lbs., \$2.90 to \$3. Bran, \$21.25. Hay, No. 2, per ton, car lots, \$18 to \$19.
Cheese, finest easterns, 16½c. Butter, choicest creamery, 35½c. Eggs, selected, 34-35c. Potatoes, per bag, car lots, 75 to 80c.
Cattle, canners, \$1; common cows, \$2.50 to \$3; common bulls, \$2 to \$2.50; good milk-fed veals, \$10; good calves, \$8 to \$9; do, com., \$6.50 up; grassers, \$3 to \$4.25; lambs, good, \$9.50 to \$10; do, med., \$8 to \$9; do, com., \$7; do, culls, \$6; hogs select, \$12.50 to \$12.75.

Outliving Oneself.

As men survey the untimely passing of such as Rupert Brooke, Joyce Kilmer, Alan Seeger, there is inevitably the poignant sense of frustration by death's hand, of dreams yet unfulfilled, of great promise not come to the full flower of realization. It has sometimes assuaged a human grief, when the young whom the gods love go from us "with the white rays of morn upon their shields of expectation," to reflect that these, at any rate, knew not the pain and bitterness that came to those who have outlived the flush of golden promise and beheld the dawn fade "into the light of common day." They never lost their ideals, they never surrendered their illusions. The incommunicable raptures were not ended. They went on from strength to strength.

Still nursing the unconquerable hope, Still clutching the inviolable shade.

The hour when they said like the old guide, on the Matterhorn, "I cannot!" never came to them. They felt equal to anything; to the last they were daring, defiant, ready to address themselves to fresh adventures.

We are not old until we reach the age when we are content with ourselves as we are. If we are never satisfied—if we are still eager to learn—we never become aged. A more splendid thing to see than the radiant optimism of youth is the undaunted optimism of those who laugh at the calendar because their wills are young, and—like Tennyson's "Ulysses"—their purpose holds. It will not do to spend what are so dismally named "declining" years by reviewing, with a great regret, the bygone days. Why should they be years of declining? Why may they not be years of accepting? Not a mere acquiescence, not a placid resignation, with hands folded and feet altogether idle. But an acceptance of the responsibilities referred to our costly experience and our valuable discretion. The elders may be spared those quick/physical errands that are better committed to juniors sound of wind and fleet of limb. But they have their own place, their own use and their peculiar fitness.

The light of a luminous example shines in sundown as at sunrise. The real readiness to die does not consist in waiting for the end, but in a joyful willingness to live, each day, for all that there is in it. The beloved, admired "old" people that we know are not timorous of the open door. They are not tired of life and they are not afraid of death—since it admits to "life that shall endless be."

Sending Oil by Cable.

Many of the great oilfields are situated near coasts where the water is shallow for several miles out to sea. This means that large tankers cannot come close to the shore to take their precious cargo on board.

The old method, which was very costly, was to dredge a channel and build a special harbor; but nowadays, as the tanker cannot come to the oil, the oil is taken to the tanker.

Enormous pipe lines, some of them six miles in length and from 8 in. to 10 in. in diameter, are laid out from the shore. A buoy is attached to the far end, and when an oil ship arrives she hauls up the pipe and fixes it to her tanks. Then she signals to the shore that she is ready. Pumping begins at once, and soon she is full. She then seals up the end of the pipe, throws it overboard, and steams away. An ingenious method has been devised for allowing a tanker to transfer fuel to an oil-burning steamer whilst at sea. If an ordinary pipe were run out between the two it would soon break, owing to the pitching and rolling of the vessels. Even if several tow lines were used the process would be difficult.

Now pipe and cable are made into one. The tube is encased in many strands of steel wire. The big steamer or takes the tanker in tow, and oil is pumped through the pipe which runs through the middle of the cable.

Soldiers Wounded in the Great War

The International Labor Bureau has completed its work on the number of soldiers wounded in the war. The total figure amounts to 6,911,000, and the casualties of the various countries are as follows: France, 1,600,000; Germany, 1,400,000; Great Britain, 1,170,000; Austria, 1,164,000; Italy, 1,070,000; Poland, 320,000; United States, 246,000; Czechoslovakia, 154,000; Canada, 88,000; Roumania, 84,000; Belgium, 40,000; the number of Russian, Turkish and Bulgarian wounded has not yet been ascertained.

The Central Information Office, in Spain, has given from the official list of losses down to December 31, 1921, for Germany, the number of wounded in the army and navy as 4,246,874. But this number was not yet final and in reality the real number is much less, as the separate woundings of each man had been counted singly.

As regards materials of construction, 185 vessels of 360,449 tons were of steel, 45 of 46,306 of iron, five of 2,508 tons of ferro-concrete and 75 of 49,829 of wood and composite.

The biggest shipment ever made out of the Grand Lake coal area of New Brunswick in one day was made recently, a train of 38 cars of coal arriving at Fredericton over the Fredericton and Grand Lake Coal and Railway Company, from Minto